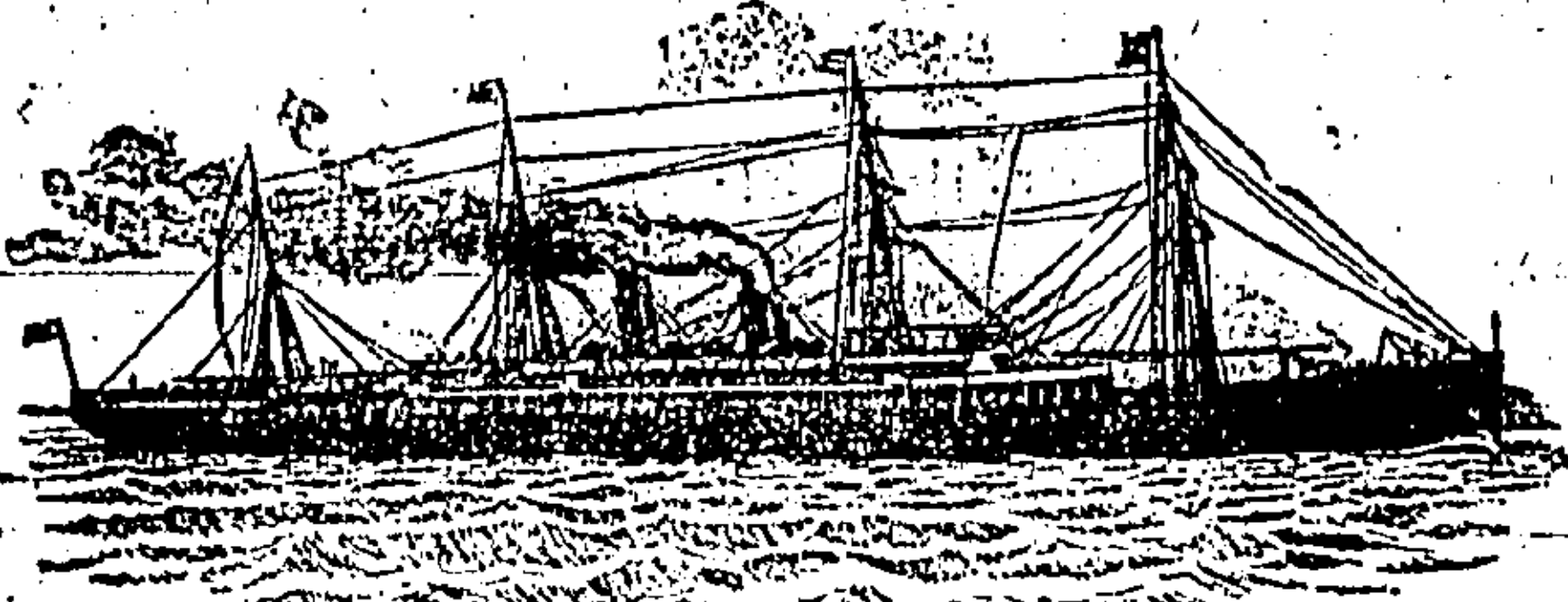


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons...	TUESDAY, 1st December, at Noon.
"COPTIC"	4,352 "	...WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 "	...FRIDAY, 18th December, at Noon.
"KOREA"	1,276 "	...SATURDAY, 26th December, at Noon.
"GAELIC"	4,205 "	...SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	...SATURDAY, 9th January, at Noon.
"CHINA"	5,060 "	...TUESDAY, 19th January, at Noon.
"DORIO"	4,784 "	...FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 "	...SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.
Southern Route: passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency, of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 24th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA,
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 "	...WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	...WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	...WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	...WEDNESDAY, 10th February.
"TARTAR"	4,425 "	...WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	...WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	...WEDNESDAY, 30th March.
"EMPRESS OF INDIA"	6,000 "	...WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	...WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	...WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddler's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
UEVIA	HAVRE and HAMBURG.	1st Dec. Freight.
Borck	(Calling at SINGAPORE and PENANG).	
RAGONIA	HAVRE and HAMBURG.	15th Dec. Freight.
Forst	(Calling at SINGAPORE and COLOMBO).	
URNBERG	HAVRE and HAMBURG.	29th Dec. Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	
MBRIA	HAVRE and HAMBURG.	5th January, 1904. Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).	
UBIA	NEW YORK.	About end of December. Freight.
von Hoff	VIA SUBZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. W. Dixon.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	2,860 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN"	1,998 tons.....	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.....	Captain B. Branch.
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"NANNING" 569 " | " C. Butchart. |

"TAK HING" 608 " | " R. D. Thomas. |

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LIJN.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH.....	JAVA PORTS via MACASSAR.	December 1	SHANGHAI, KOBE and YOKOHAMA.	December 5
TJIPANAS	Kobe and YHAMA.	November 26	SPORE, JAVA PORTS and MACASSAR.	November 29
TJILATJAP.....	Do.	December 21	Do.	December 24

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

HOTZ, SJACOB & CO.

Telephone No. 201.
Hongkong, 16th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[573e

GO TO THE KOWLOON HOTEL, FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

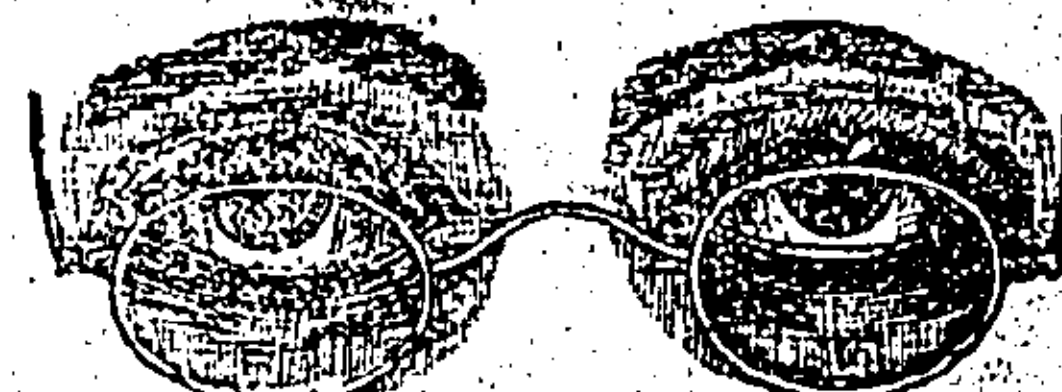
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[12

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6e

WANTED.

A CHINESE MESSMAN for Ward Room Officers' Mess, H.M.S. Talbot.

Apply—

ON BOARD.

Hongkong, 24th November, 1903. [1415e

EDWARDS, PIRY & COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of EDWARDS, PIRY & COMPANY, LIMITED, will be held at the Company's Offices, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:—

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Snowell Plant.
2. That the Company be wound up voluntarily, so far as it was necessary for winding up Joseph Snowell Plant be and he is hereby appointed liquidator for the purposes of such winding up.
3. That Joseph Snowell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,

S. D. PIRY,

General Managers.

No. 1, Duddell Street,

Hongkong, 21st November, 1903. [1404e

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[19

WANTED.

A STEADY AND RELIABLE MAN to act as GODOWN KEEPER. Must be British. Only those with good references need apply.

GODOWN,

C/o Hongkong Telegraph.

Hongkong, 23rd November, 1903. [1404e

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the undermentioned Batteries and on the dates as specified opposite:—

- Fly Point and Upper Belcher Batteries in a direction to the South of Chung Hue Island at a range of about 4,500 yards, on the 25th November, 1903.
- Stonecutters South Shore and East Batteries in a South-Westerly direction at ranges from 2,000 to 3,000 yards, on the 27th November, 1903.
- Lyemun (Pak-sha-wan and Sy-wan Batteries) in the direction of the entrance to Junk Bay at ranges from 2,000 to 4,000 yards, on the 28th November, 1903.
- Practice will commence at 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 19th November, 1903. [1387e

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Stonecutters' Island (West, East, and South Shore Batteries) on the 4th December, in a South-Westerly direction at ranges varying from 2,000 to 4,500 yards, and from Lyemun (Pak-sha-wan Battery) on the 5th of December, 1903

THE "EMPERESS"—"KWANG TAI"
COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Yesterday.)

Shanghai, 14th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice, and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. Sharp:—The whole question turns on this point as to whether the Kwangtai ran into the Empress, or did the Empress run into the Kwangtai? His Lordship had asked a question as to the swinging and on that point a few observations had occurred to him to which he would refer again presently; he would ask his Lordship to accept certain premises as to the basis of calculation that the ships were on parallel or slightly divergent courses until 11.38 p.m.; he meant by this that they were practically parallel. At that time the Empress was 4' off and he assumed the Kwangtai kept her course.

His Lordship: You had better leave everything alone about the Kwangtai for the moment. According to you, the vessel would go on converging.

Counsel: Yes, I understand that the suggestion is that Captain Marshall is telling the truth and thought that the courses were diverging instead of converging and he may have made an important mistake. It occurs to me that the Empress came up slightly converging to the extent of 4' and I put it broadly that those on the Empress could not have failed to note, as they got into quarters with the Kwangtai and at such an acute angle, that they were running into the stem of the Kwangtai. It is incredible that she could not have become aware of her mistake. But I have a much stronger point. I submit that the angle was as was stated by the evidence; allowing the widest margin to Captain Marshall's statement, it is quite possible that the margin did broaden as the witness averred. At 11.38 the ship should have been three quarters of a mile away, to half a mile away, and at 11.46, four points on their starboard and about a quarter of a mile away. Taking the lowest, I do not think your Lordship's assessors will say that I am speaking at hazard when I say that these positions taken alone would not cross one another for a matter of two or three miles. I am not very far wrong if I say two miles. It is clear that these vessels should not have come into collision one with the other until one changed her course or swung around. Your Lordship must also reject that evidence that we were starboarding if your Lordship is going to bring us together. All that is proved by the evidence of the Captain, the man at the wheel and two other witnesses. They all could not have made a mistake.

His Lordship:—But we have not that evidence we should have on those points.

Counsel, continuing:—We have strong evidence on the matter. When the course of the Kwangtai was again changed some three or four degrees, the port engine was reversed some considerable time before the collision. Your Lordship has evidence that the helm was put hard over to starboard and that that manoeuvre was carried out; all the watch were on the bridge expecting that the vessel would swing to port in a minute. At 11.46 a manoeuvre was executed which brought the Empress another three points, and assuming that the Kwangtai did not change her course, a collision was rendered impossible. I am willing to accept the original angle of impact, i.e. 30 degrees. On this hypothesis, it would appear the angle would be 40°. All this can only be corroborated by the witnesses and not in the light of any observations, and also as to their positive statement as to what they did with their port engine. I am of opinion that your Lordship will come to the conclusion that the Captain committed wilful perjury. He would be quite content to leave that matter to the assessors.

His Lordship: What occurs to me is this, and you may correct it. You may rely on the Empress having gone over 60°. You may also rely upon her having gone over 30° or 40° more, but what I wish to put to you is, Was it not a fact that she did not go over those 40° until the time of the collision? As I take it, the turning of the Empress brought her stern into the Kwangtai, or the Kwangtai in contact with hers.

Mr. Sharp: The evidence is quite different to that; the Captain says that between the risk of collision arising and the collision itself the lapse of time was but a matter of a minute or a minute and a half.

In this case the experiment was made by putting the engine astern as quickly as possible.

For the defence it was urged in regard to the collision that it solely arose through the Kwangtai changing her course; the Empress was bound to assume that the other vessel would comply with the regulations; the Empress would also assume that the Kwangtai would perform her duty and keep to her course. In this respect he would refer the Court to Marsden, pp. 379 and 380.

He urged, therefore, that in the present case the Empress was not under the obligation to do anything, to keep out of the way of the Kwangtai, until, after exercising ordinary care, she should become aware of the Kwangtai's movements. (Ronald, Prob. Div. 937). He first of all submitted that the question of "close shaving" therein referred to could not be raised at the present juncture in this case; but a moment's inquiry into the doctrine of "close shaving," is this, A ship which has changed her course into a collision may excuse herself

for such a change if she could prove that she was forced into it by the "close shaving" of another ship. That doctrine is a kind of excuse a vessel may adopt for a wrong manoeuvre which is occasioned through stress and necessity. But she has said she never changed her course; if she had said, with the best intentions in the world, she had changed, there would have been some excuse; hence the collision. He again wished to say that the doctrine of close shaving, confined to that situation, is used as an excuse for the ship which unfortunately changed her course. But he denied there was any close shaving on the part of the Empress. Had both vessels stopped, there might have been a question as to that. It is inconsistent with the case of the plaintiffs who say the course was kept. He thinks he could challenge his friend to bring up with a ship even half a mile away and call it close shaving; he was confident there was not such a case throughout all the Admiralty law.

Now as to the question as to whether the Empress was wrong in not reversing both engines is a point which cannot be raised now. Only that morning he had read, that only a breach of a regulation must be alleged, and it also was incumbent on the plaintiffs to say which breach of a regulation had been committed.

However, if a collision had to occur, it could not have taken place under more favourable conditions; had the Empress reversed both engines and have practically kept her course, she would undoubtedly have run into the Kwangtai somewhere amidsthips which would have resulted in a much more serious disaster; the only way for that collision to have been avoided was for the Kwangtai to have ported. (Quotations from Marsden 486 and 489 here read.) The evidence brought forward on behalf of the Empress clearly proved those points that just before the collision there, was a junk on the port bow; then a movement was made by the Kwangtai which she could not justify. It had been clearly proven that had the Kwangtai changed her course, both ships would have passed each other in perfect safety. He submitted to the Court, that both before and after the collision those in charge, of the Empress did all that seamanship required, and as much as any officers of the Navy would be required to do.

His Lordship:—There is a point upon which I should like to have the benefit of your argument and that refers to the question of seamanship in the case of the Seagull (Prob. 9). Judgment in that case was that the overtaking ship was held to blame for having got on to a diverging course.

With reference to the question of divergency, the approximate course had been worked out at 5. 71 W.

His Lordship: But you must admit that both vessels were going on the same course, and had got on your starboard bow by a point; she was going on the same course and had to do so, or go ashore. All you have to know is that she had got a point on your starboard bow.

Counsel: Yes. From 0.45 until 11.30 most of the witnesses, if not all, say that she subsequently began to open out.

His Lordship: No, I do not wish to infer that. You have got her one point on your starboard bow, but at that time you did not know on what course she was going to steer.

Counsel: We believe it was something like S. 71. It was a divergent course.

His Lordship: It seems quite consistent with your argument as far as is known at the time Counsel: We have already submitted to your Lordship that the witness could not have been mistaken.

His Lordship: Oh, yes; they may have been mistaken as regards results.

Counsel:—I do not wish to argue that point now; it is a hypothesis which your Lordship will consider. (References to other cases were here made at great length).

His Lordship: In fact you mean to say that the other side say they were the overtaking ship and it was for the "other fellow" to keep out of the way.

Counsel:—She took the worst possible means of getting out of the way of the junk and starboarded right into our bows.

Mr. White Cooper then addressed the Court.—*Shanghai Mercury.*

(To be continued.)

Intimations.

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

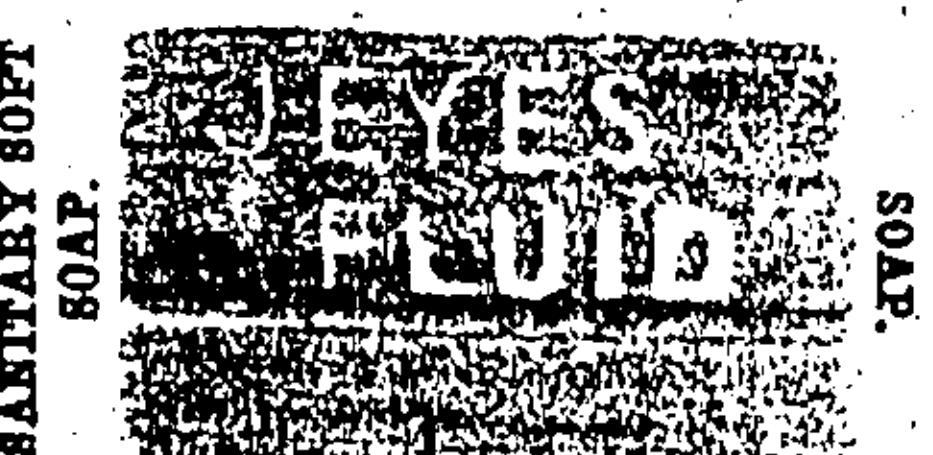
STOCK ON HAND OF
AHRLEICHART, a red Ahr Wine at \$18.50
GRAACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00
All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903. [1259c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings
Hongkong, 6th March, 1903. [1259c]

Intimations.

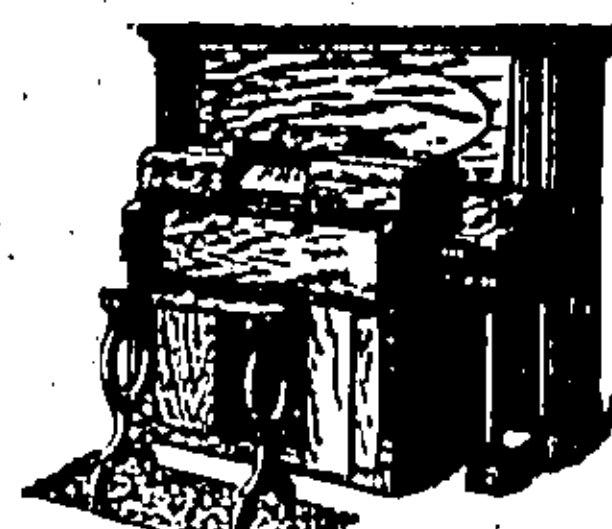
THE
ROBINSON
PIANO

Co., LTD.

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.GREAT
REDUCTIONSin our present stock of Pianos and Musical
Goods.

Our NEW MUSIC STOCK has arrived.

THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL.

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [1259c]

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.ELECTRIC SUPPLIES OF EVERY DES
CRIPTION IN STOCK.
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

WIRE, &c., &c.,

TELEPHONES,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.Estimates given for all kinds of Electrical
work.Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1904. [1259c]

Intimations.



PURE

DELICIOUS

REFRESHING

may now be had in Cases of
4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,

3, DUNDRELL STREET.

1st September, 1903. [1259c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [1259c]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 27th November, 1903, at 11.30 A.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,

A VERY FINE COLLECTION OF

CLOISONNE WARE,

Comprising:—

Assortment of VASES, SOAP BOXES,

INCENSE BURNERS, CAKE BOXES,

WALL PLATES, TEA POTS, TEA CASES,

NAPKIN RINGS, BUCKLES, FLOWER

POTS, CIGARETTE CASES, TRAYS, ASH

TRAYS, TOBACCO SETS, &c., &c., &c.

N.B.—After 1 of 100 the sale will be stopped

and resumed at 2.30 p.m.

The above will be on view from Monday,

the 23rd instant.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th November, 1903. [1259c]

Notice of Firms.

NOTICE.

WE have this day authorized Mr. M.

HIGASA to sign our firm per pro-

curation.

MIDZUSHIMA & Co.

Hongkong, 21st November, 1903. [1259c]

Hotel.

KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hot at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1903. [1259c]

For Sale.

FOR SALE.

INCANDESCENT,

Gasoline,

Lamps of all

descriptions

from the best

makers.

Incandescent

Lamps, of

all kinds,

Globe, Shade,

&c., for

Gasoline and

Lamps at the

most moderate

prices.

Lamps fixed

up for Buyers

free of charge.

Naphtha of

the best kind

kept in stock.

TAY KWONG CO.,

64, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [1259c]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	THURSDAY, 26th Nov., at Daylight.
IZUMI MARU	SINGAPORE, COLOMBO and	FRIDAY, 27th Nov., at Noon.
J. de Lalande	MASSA, LONDON & ANT-	SATURDAY, 28th Nov., at Daylight.
SADO MARU	WERP, VIA SINGAPORE, PENANG,	SATURDAY, 28th Nov., at 4 P.M.
S. J. G. Parsons	COLOMBO and PORT SAID	TUESDAY, 1st December, at Noon.
SHINANO MARU	VICTORIA, B.C. and SEATTLE	WEDNESDAY, 2nd Dec., at Noon.
W. Thompson	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	
BOMBAY MARU	BOMBAY, VIA SINGAPORE and	
T. Murai	COLOMBO	
YAWATA MARU	NAGASAKI, KOBE and YOKO-	
A. E. Moses	HAMA	

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 25th November, 1903.

NORTHERN PACIFIC STEAMSHIP
COMPANY.BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY

COMPANY.

Steamers. Tons. Captains. 1903-04.

Tacoma* 2,812 M. Ridley Dec. 15

Victoria* 3,502 J. Truebridge Dec. 19

Tremont* 9,666 T. W. Garlick Dec. 21

Lyra* 4,417 G. V. Williams Jan. 21

Shawmut* 9,666 W. M. Smith Feb. 20

Olympia* 2,837 A. Dixon Feb. 20

* Will leave for Manila on the 28th inst., at Noon.

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 25th November, 1903. [1259c]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

FRANTS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL AMERI-

CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, carrying His Majesty's

Mails, will be despatched from this for

BOMBAY on SATURDAY, the 5th December,

at Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London.

Other Cargo for London, &c., will be conveyed

Intimations.

A. S. WATSON & CO., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ESTEPHE	8.00	9.00
JULIEN	10.00	11.00
ROSE	13.50	14.50
HATEAU HAUT	20.00	22.00
BRIEN LARRIVET	20.00	22.00
HATEAU MOUTON	24.00	26.00
D'ARMILHACQ	24.00	26.00
HATEAU PONTET	28.00	—
CANET	28.00	—
HATEAU LA TOUR	33.00	—
CARNET	33.00	—
HATEAU RAUZAN	48.00	—
HATEAU LAFITE	54.00	—

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH VINEYARDERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANES

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.

CABLE ADDRESS: "ACHEE," HONGKONG.

A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A. CHEE & CO.,

祥利廣

TEMPORARY STORE:

ST FLOOR, 12, QUEEN'S ROAD,

(above Messrs. H. PRICE & Co.)

CHRISTMAS & NEW YEAR CARDS.

FURNITURE DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

MASTERS MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS,

COUNTERPANES,

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

Liebert's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$15 per annum.

We note per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 25, 1903.

OPIMUM IN THE PHILIPPINES.

With a view to increasing the revenue of the Islands the U. S. Government in the Philippines has been considering for some time past the advisability of establishing a State monopoly of the drug in that Colony. Before any definite steps could be taken it was necessary to be fully informed on the manner in which the official commerce in opium was organized and regulated in the surrounding states, and to that purpose a Special Commission was appointed some weeks ago to visit the neighbouring countries and make exhaustive inquiries concerning the systems of the monopolies and farms dealing with the drug and to report on the same. The Commission, composed of Major E. C. Carter, of the U. S. Army, Bishop C. H. Brent and Doctor Albert is now in Hongkong, having reached this port from Shanghai, after a visit to Japan, Formosa and several ports in China, where the members made a careful study of the methods in vogue. On being interviewed by our representative this morning, Major Carter courteously informed us that the Commission had succeeded in obtaining most valuable and interesting information in Formosa, Japan, and China, in which countries the officials had placed every facility at the disposal of its members. In Formosa the government of the Mikado have judged advisable not to adopt the restrictive measures against opium which exist in Japan, and the sale of the drug is under State control. This is owing to the fact that the majority of the population in the Island is Chinese, of whom at least seven per cent. are habitual consumers. Here Major Carter mentioned, smiling the while, that as fever and mosquitoes are very prevalent in this part of the world, it was just possible that a paternal government, recognising the possibilities of the drug possessing properties antidotal to these pests, had been thereby influenced into not prohibiting the import of opium. As soon as the Commission will have concluded its investigations in Hongkong it will proceed to Saigon where inquiries will be made into the French method of conducting their monopoly. It will then visit Singapore, Java and Borneo, and it is probable that its task will not be terminated before the end of February next. The course eventually adopted by the government in the Philippines will depend entirely on the report put in by the Commission, though, if we can judge by a chance reflexion made by Major Carter, it would appear from the information obtained and experience gained by the Commission, up to the present, it does not seem likely that the adoption of an opium monopoly in the Philippines would be a profitable undertaking. In all there are only about 60,000 Chinese in the Colony and very few of the natives have adopted the habit of smoking the drug, therefore consumers are comparatively few. On the other hand the expense of controlling the import and sale of opium would be enormous when compared to the probable profits. There is another factor to be considered and that is the Church party in the States, which is opposed to the organisation of a State controlled sale of the drug, for similar reasons to those professed by our English Anti-Opium League. The gallant soldier, who had so kindly vouchsafed us the information at his disposal, seemed inclined to believe that the influence of this party might have considerable weight as a deterrent, and consequently impeded the adoption of an opium monopoly in the Philippines.

LOCAL AND GENERAL.

THE epidemic of cholera is disappearing from Nagasaki.

THE head eunuch Li is the only remaining Russophile in Peking.

THE thermometer at the Peak to-day registered 57°5, and on the lower levels 68°.

THE Princess of Albany and H. S. H. Prince Alexander of Teck are betrothed.

THE English Mail of the 24th October was delivered in London on the 21st inst.

QUEEN Margherita of Italy will spend the winter in Egypt owing to her health.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

It is reported that the firm of Pottier and Co., Singapore, has suspended payment.

WORK in connection with decorating the City Hall for the St. Andrew's Ball is already being carried out.

A PARTY of Hottentots has crossed the Orange River at Ramend's Drift, but were repulsed by a detachment of Cape Police.

THE proposal to found a German school at Yokohama has been taken up with enthusiasm by Germans in the Far East.

THE *Sin Wan Pao* reports that several severe conflicts have taken place between Catholic and Protestant converts near Sui Fou, in Szechuen.

THE *Straits Times* of 18th inst. says:—Over fifty of the 93rd Punjab are due here by the *Palomotta* on Friday. They are going on to Hongkong, and pending re-embarkation will be attached to the 73rd Carnatic Infantry.

A NOTE on the dredging operations at the mouth of the Singapore River shows that 500 additional tons of rock and silt had been removed up to the end of September, and that under favourable conditions the work would be completed by the end of November.

It is officially stated that Mr. Balfour, after consultation with Mr. Arnold Forster, has appointed Viscount Escher, Admiral Fisher and Sir George Clarke, Governor of Victoria, as a committee to advise regarding the creation of a Board for the administration of business at the War Office and changes there by involved.

CHATELAIN's new Indian circus opens near the Central Market this evening and, judging by the programme, an attractive performance should be witnessed. Acrobatic feats, contortionists, bareback riding, tricks and performances by Indian tamed ponies and a parrot are among a few of the items. The entertainment commences at 9 p.m.

THE customs tariff of Madagascar established by the French in 1897 has greatly prejudiced British trade; consequently, French shipping has now a great advantage over British. In the last seven years French vessels carried goods worth £8,733,816 to and from the island, while the imports and exports entrusted to British ships were valued at only £997,523.

THE appointment of Vice-Admiral Sir Gerard Noel to succeed Admiral Sir Cyprian Bridge as Commander-in-Chief of the China Station meets with general approval in Service circles at home. He combines great tactical and administrative ability with considerable diplomatic talent, and did good work in the pacification of Crete. His well-known essays on tactics will repay the reader.

THE first report of the Congo Expedition from the Liverpool School of Tropical Medicine mentions that 4,000 deaths occurred from sleeping sickness last year in the district of Wit-e-lone. The sleeping sickness is stated to be due to a species of *Tsetse* fly which attacks human beings and is confined to well defined areas. This appears to remove the apprehension that the disease is spreading throughout Africa and thence to the East.

AT the Singapore Assizes the other day, the case of Lee Soon Tye, who was charged with forgery of a contract and with giving false evidence in a case before the Supreme Court, came on for trial. When the accused's name was called, no answer was made, and the Deputy Public Prosecutor moved that accused's bail of \$10,000 be estreated to the Crown. The bondsmen subsequently handed the sheriff their cheques for the amounts in question.

TO-MORROW afternoon on the Happy Valley, the Hongkong Football Club will play a Naval team under Rugby rules. Kick-off at four-fifteen. The Club will play in stripes. The following will play for the Club:—Lt. G. B. MacDonald full back; Lt. J. H. W. Beche, T. E. Pearce, W. R. Robertson, O. J. Barnes, three-quarters; Lt. O. H. Campbell, A. G. M. Fletcher, halves; Lt. F. Chard, H. C. Sandford, Lt. M. R. Stover, W. A. Craig, P. H. Crofton, K. H. Scanders, Lt. E. Rogers, A. N. Others forwards.

BY kind permission of Major Radcliffe and officers the band of the 93rd Burma Infantry will play the following programme during the Thanksgiving dinner at the Kowloon Hotel on the 26th inst.

March:—"The Stars and Stripes for Ever," "Sousa," "Two Steps," "Mumblin' Moss," "Thurman Selection," "The Belle of New York," "Kerker Barn Dance," "The Boston Belle," "Godfrey Selection," "Reminiscences of the '91," "Chalibier's Cake Walk," "Jolly Negroes," "Berger's American National Anthem."

THE following birthday honours are gazetted:—To be Companion of the Order of St. Michael and St. George, Mr. Anderson, Engineer, Uganda Railway, Mr. Wace of Ceylon, Mr. Kerheni, late legal adviser, Malay States, Mr. Blomfield, Controller of Egyptian ports and lighthouses. Mr. Rawson acting Chief Engineer, Uganda railway is gazetted Companion of St. Michael and St. George. Admiral Sir Cyprian Bridge becomes Grand Cross of the Bath. No new Pers or Privy Councillors were made.

A LONDON correspondent learns from an authoritative source in Berlin that an arrangement has been come to between the German Government and the firm of Krupp for the turning out by the latter of seven batteries of howitzers of phenomenal power. The guns are to have an effective range of ten miles, and are to be equally serviceable for field or siege purposes. To this end they are to have a new carriage, which will not only give the greatest mobility, but will at the same time assist the "laying" of the gun and utilise the recoil for its elevation and declension.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

VICEROY Alexieff has wired to the Waiwupu that he has taken overall control of Manchuria.

PRINCE Su recommends that the new tael coin be equivalent to 80 tael cents, and represent the tenth part of a £ sterling.

THE Chinese have notified the Powers that they are establishing quarantine stations at all the trading ports on the Yangtze.

NINETEEN prefectures in Japan are to be merged in contiguous ones, reducing the total number to 27, and saving the government nearly half-a-million yen in the next Budget.

ABOUT to steamers are shortly expected at Sasebo with full cargoes of coal from Cardiff. It is said that these steamers are bringing from England about 50,000 tons of Cardiff coal for the Japanese Navy.

THE Treasury at Penang has returned the \$500,000 Mexican and British dollars seized from steamers coming in from Acheen. The owners were fined \$1 each and had to give assurances that the coin would be re-exported.

ALTHOUGH it is unusual for executions to be carried out during the month in which the birthday of the Emperor or Empress occurs, Viceroy Tsien had six notorious pirates beheaded at Canton yesterday afternoon.

THE *Japan Times* assures its Russian contemporaries that Japan has never counted on any active assistance from any Western Power, Great Britain's pledge to uphold the territorial integrity of China not binding her to incur any risk for the sake of Manchuria.

A FIRE broke out at Kobe on the night of the 17th on board the s.s. *Suevia*, amongst some cases of matches, stowed in the after hold. The outbreak was promptly suppressed and only a few cases were burnt. The ship herself sustained no damage. The cause of the fire is unknown.

THE *P. and T. Times* says:—"China's appeals to the Powers for assistance at the present crisis have elicited a few home truths. One Minister has pointed out that China secretly signed a convention with Russia and did not notify them; she cannot now ask their help to get out of the hole. Another one has told the Waiwupu that they sold Manchuria for five million taels, and fifty million would not buy it back. Asked to explain this statement, the Minister has pointed to the capital of a certain bank in Peking borrowed from the Russians, and said: 'There is the price paid for Manchuria.'"

ACCORDING to a report which has reached an authoritative quarter in London from Berlin, a draft has now been completed by the German Foreign Office of a proposed new Anglo-German Treaty of Commerce. Its terms are said to be conceived on the broadest lines, with due regard to both British and German colonial development; but there are understood to be two clauses dealing with particular interests which it is probable that the British authorities may find themselves unable to accept. The matter, however, is not of immediate importance, as it may be believed that negotiations will not be opened for some weeks yet.

THE total value of the foreign trade at Moji last month amounted to Yen 2,094,843, of which Yen 1,320,462 were exports, the remainder being imports. During the same period coal amounting to 102,031 tons was exported from the port for foreign countries, while 57,661 tons was transported to other home ports. The stock of coal there was estimated at 349,334 tons on the 1st inst., showing an increase of 27,231 tons over that of the 1st of October. The foreign and home ports, to which a quantity of coal over 5,000 tons was shipped from Moji during the month of October, are:—Hongkong, 66,625 tons; Shanghai, 43,123 tons; Yokohama, 17,590 tons; Singapore, 12,800 tons; Yokkaichi, 11,655 tons; Handa, 8,581 tons; Hankow, 8,000 tons; Bombay, 6,170 tons.

THE *Chefoo Express* of the 14th inst. says that with the opening of Shabo (Antung) a considerable stimulus will be given to the trade between that port and Chefoo. It is hardly realised how much traffic there is on the Yalu, but there were last week some small Japanese steamers, the China Navigation Co.'s *Min, Hoangchi, Chungking*, and *Singan*, and the China Merchants' steamer *Kuangchi*, all competing for a share in the cocoon trade. The celebrated fort at Young-Ampho has, of course, not been destroyed; many of the Russian residents have left for the winter but it is expected that as soon as communication is cut off by the ice, there will be a considerable influx of the military element. The original landmarks demarcating the Russian concession have advanced since September last.

CAPTAIN BURMEISTER of the N.-D. L. S. *Hamburg* was presented with a beautiful silk pennant on 20th inst. by the Swatow Guild in recognition of his gallant action in saving the native crew of a disabled junk on the vessel's recent voyage from Hongkong to Shanghai. The pennant is of white silk and about twenty feet long. "Captain E. Burmeister, s.s. *Hamburg*" is embroidered in red upon it, as is also the same in Chinese characters. The presentation was made in Messrs. Melchers and Co.'s office, there being about fifty members of the Guild present. The following morning a delegation of twelve members was to visit the *Hamburg* when the pennant would be hoisted to the vessel's mast, and a grand salute given by the explosion of firecrackers.—*N.C. Daily News*.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

BEFORE the Singapore Marine Court the other day, Capt. E. R. Anderson, master of the British barque *Lucia*, prosecuted six of his crew for refusing duty. The accused, who were Chinese engaged at Hongkong, pleaded guilty and were sentenced to six weeks' rigorous imprisonment. This is another instance of the urgent need there is of establishing some such registration of native crews as recently suggested in our columns.

AT the Magistracy this afternoon, James Frederick Lee (24), described as a Lance sergeant, was committed for trial, charged with "that he did on the 8th November, at or near Tai Tan village, in the New Territory of this Colony, unlawfully and feloniously did kill and slay one William McGregor, against the peace of our Lord the King his Kingdom and dignity."—Dr. W. Hunter was late in arriving, and his Worship was on the point of issuing a warrant for his arrest, when he came in. His evidence was to the effect that he made a *post mortem* examination of the deceased and found that death was caused by a shot wound in the back.

ALLEGED MALICIOUS PROSECUTION.

At the Supreme Court this morning, before the Puisne Judge, His Honour Mr. A. G. Wise, Lau Cheung, gentleman, of 3, Wa Yin Fung, sued the Chin Wa Hong Company, opium farm, and Ho Luk, excise officer, No. 166 for \$1,000 damages for malicious arrest, false imprisonment and malicious prosecution, on September 29th and 30th last.

Mr. M. W. Slade, (instructed by Mr. F. X. d'Almeida e Castro) appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. H. W. Looker), of Messrs. Deacon and Hastings, represented the defendants.

According to the statement of claim, on the 29th September last, Ho Luk, in the exercise of his duties, together with other excise officers and a European police constable, lawfully entered the premises, 26 Wellington Street, in the occupation of Wong Kam Chu, for the purpose of searching for opium. At the time the plaintiff was on the premises on a visit to Wong Kam Chu. Certain opium, not covered by valid certificates, issued by the Opium Farmers, was found on the premises in Wong Kam Chee's possession, and notwithstanding this the defendants maliciously caused the plaintiff to be arrested on a false charge of being in possession of opium. Plaintiff was wrongfully imprisoned by defendants by being given into the custody of the constable on the false charge for 14 hours until the plaintiff procured bail. It was asserted that the defendants maliciously and without reasonable and probable cause, on the 29th September, preferred a charge of being illegally in possession of opium against the plaintiff, and on the 30th September prosecuted the charge before a magistrate in the Central Police Court, when the defendant was acquitted.

According to the statement of defence, it was admitted that on the 29th September, Ho Luk, in the exercise of his duties as an excise officer, together with other excise officers and a European police constable, lawfully entered 26, Wellington Street for the purpose of searching for opium. Defendants did not, however, admit that Wong Kam Chee was in occupation of the premises as he had no knowledge whether he was so or not. They admitted that at the time Ho Luk entered the premises the plaintiff was there although they did not admit he was there on a visit. They admitted that certain opium not covered by valid certificates issued by the Opium Farmer was found on the premises, but denied that it was found in the possession of Wong Kam Chu. It was apparently in plaintiff's possession, and the constable arrested him under a proper warrant which he held for the purpose. Defendants did not, nor did any of them, cause plaintiff to be arrested by the constable on any charge whatever, either maliciously, or otherwise, or at all. He was not imprisoned wrongfully or at all by defendants, who did not give plaintiff into the custody of the constable on any charge whatever. Plaintiff was detained by virtue of the warrant at the charge-room for twenty minutes only, and not for 14 hours, whilst bail was being procured. Such detainer was not wrongful and did not amount to imprisonment. On the 29th September, when Ho Luk preferred a charge against plaintiff he acted *bona fide* and without malice and with reasonable and probable cause in preferring and prosecuting the charge.

In opening the case, Mr. Slade said that plaintiff was a young man of considerable means, having been left a large fortune by his father. He resided at 3 Wa Yin Fung, and appears to have acquired a taste for opium not manufactured by the Opium Farmers; for, in January, he was arrested in his own house, by an excise officer and taken before the magistrate and fined \$300 for being in possession of opium without a valid certificate. On July 22nd the Opium Farmers caused a raid to be made of his premises, and he was again found in possession of opium and fined \$750. Since then, said Counsel, he has given up smoking opium.

His Lordship:—Does he not smoke any more now?

Mr. Slade:—He says he does not.

Mr. Looker:—Perhaps he takes pills (laughter).

Mr. Slade, continuing, said it appears that on the 29th September plaintiff went on a visit to his friend Wong Kam Chu, manager of a pawn shop, at 26, Wellington Street. On the first floor of the premises was a large cubicle and the ordinary Chinese board beds in the corner of the room. The floor was chiefly composed of iron gratings through which anybody could look and see what was going on down below. On the day in question, plaintiff went to the premises and, after having his evening meal, fell down and laid down and went to sleep. About seven o'clock the

excise officers and the constable raided the premises and found the plaintiff asleep in the room, and other persons chatting on the verandah. They awoke the young man, and after searching him spoke to Wong Kam Chu and asked him for his keys. These were given, a search was made and the opium found. Plaintiff was subsequently arrested and Wong Kam Chu said "Don't arrest him; the opium is mine." However, he was taken to the police station. The man who pointed him out as being the master and told the police constable to arrest him was one of the officers who had been concerned in the arrest of plaintiff at his own house, in January, and was perfectly aware who the plaintiff was. Wong Kam Chu was well known to the Opium Farmers and was a personal friend of one of the managers upon whom he frequently called. He knew a very large number of the excise officers by sight and, presumably they knew him. In spite of the protest made at the time of the arrest by the owner of the premises he was taken to the Central Station, followed by Wong Kam Chu, who arrived there when the charge was being preferred, and told the inspector in charge or the interpreter, that Lau Cheung was not the man, adding, "I am the owner of the opium; it was in my house." The interpreter replied, "Never mind about that; come and tell the Magistrate to-morrow morning." Wong Kam Chu did so, and on his evidence Lau Cheung was discharged. Those were the facts of the case and, he thought, that if he satisfactorily established them he would prove a want of reasonable and probable cause.

THE DEFENCE.

Mr. Sharp said that the search was a lawful one, as was admitted by the plaintiff, and contraband opium was found on the premises. Plaintiff was present, and apparently had been, or was preparing, to smoke opium. The opium lamp was lighted and opium was on the tray. He submitted that from the evidence he would bring his Lordship would see that there was reasonable and probable cause for supposing that the opium was the plaintiff's. The plaintiff had visited this house on the two consecutive days prior to his arrest, and it seemed under the circumstances that the opium was in his possession. When the constable and excise officers arrived in the room upstairs the men were in the cubi le.

His Lordship:—In the cubicle?

Mr. Sharp:—Yes.

When the excise officers got up they were in the cubicle, continued Mr. Sharp, and plaintiff was lying down on the bed. Sitting on the side of this bed was the other man who he believed was Wong Kam Chu. It was not said that they were smoking, but there was every facility for it. The lamp was lighted, and there was a good deal of opium, both contraband and Opium Farmers, on the tray. A lemon full of opium was lying on the tray and also a horn box partially full of prepared opium. There were two vessels found that contained opium, and a lump of raw opium was also found, which he understood was mixed with prepared opium and used in that way. A search was made of the sitting room, but nothing was discovered there. A five tael tin of the Opium Farmer's opium was found in a locked box, for which a certificate was produced. Both the constable and witnesses were of opinion that the certificate was produced by plaintiff. He believed that Wong Kam Chu opened the locked boxes with the keys. He had the keys, as he was manager of the shop. The question was not who had the keys, but who was in possession, apparent possession, of the opium which was found. The constable, as his Lordship would hear, asked who was the owner or master of the shop, but neither of the men answered. Under those circumstances, the plaintiff having produced the certificate, and being found lying on the bed, apparently having finished smoking, it was assumed that the opium was in his possession, custody or control, within the definition of the Ordinance. The constable considered that he had good grounds for making the arrest. After the arrest was made there was some question raised, that he was the wrong man, but as the constable knew he would be bailed out immediately, he took him to the station and laid the charge. Plaintiff was bailed out within ten minutes or a quarter of an hour. He submitted that plaintiff was in apparent possession of the opium, and that under the circumstances there were good grounds for supposing it was in his possession and that defendants did not arrest him maliciously.

Evidence for the defence having been led, Judgment was given for defendants, with costs.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 27th inst.

French (*Salazie*) 30th inst.

Tacoma (*Tacoma*) 4th prox.

French (*Australien*) 8th prox.

American (*America Maru*) 8th prox.

Canadian (*Tartar*) 9th prox.

Tacoma (*Tartar*) 13th prox.

American (*Korea*) 15th prox.

The Apoc Co.'s s.s. *Lightning* from Calcutta left Singapore for this port this afternoon.

The Boston S. S. Co.'s s.s. *Shamout* sailed from Yokohama for Victoria and Tacoma on 24th inst.

The Shire Line s.s. *Denbighshire* from London, &c., left Singapore yesterday day at noon, and is due here on afternoon the 30th inst.

The M. M. Co.'s s.s. *Salazie*, with the next French Mail left Singapore yesterday, 24th inst., at 5 p.m., for this port via Saigon.

The N. Y. K. s.s. *Aomori Maru* (Australian Line) left Kobe, &c., for Nagasaki, for this port on 24th inst., and is expected to arrive here on 1st prox.

The P. M. S. S. Co.'s s.s. *Koris* with mail, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on 18th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuter's.)

The French Naval Budget.

London, 23rd November.—The French Naval Budget for 1904 requires the sum of Frs. 212,500,000. The report of the Budget comparing the strength of France with Great Britain says, that whereas the proportion of the naval forces in 1898, was France 2 to Great Britain 3, the proportion now is France 2, Great Britain 4, and he believes that, in 1907, Great Britain will possess double the number of fast cruisers.

The Swedish Antarctic Expedition.

The members of the Swedish Antarctic expedition under Dr. O. Nordenskiöld which sailed in the autumn of 1901, have been rescued in Louis Philippeland by the Argentine war vessel *Uruguay* which was sent in search of them; their ship was crushed by the ice on the 12th February.

The Somaliland Expedition.

No forward movement is expected in Somaliland before the 15th December.

The Philippine Insurrection.

The Americans have routed 2,000 Moros on the island of Jolo, killing 300 of them.

(Jinn Exchanges.)

China and Manchuria.

PROPOSED SZ CHU IN RAILWAY.

Peking, 16th November.—The Chinese in Southern China are reported to be dissatisfied with the development of the Manchurian question, and they are sending a number of delegates to the North. The Government have, therefore, ordered the officials of all Northern provinces to keep a sharp eye on the movements of these delegates.

The British Minister to Peking is pressing the Government for a concession for a railway in Szechuan, since France has procured the concession for the Yunnan railway. It is believed that the Chinese Government are on the point of granting the British application.—*Nichi Nichi.*

LOSS OF THE S.S. "ARNOLD LUYKEN."

BURNED AT SEA.

We are informed by the East Asiatic Trading Co. that a telegram has been received from their Agents in Amoy announcing that the s.s. *Arnold Luyken*, when off the White Dogs, caught fire on the 23rd inst. at 4 a.m. The chief officer and fifteen Chinese are reported as lost the remainder of the crew having reached Amoy. The steamer was still burning when abandoned. The *Arnold Luyken* was on a voyage from Amoy to Tientsin, with a full cargo of kerosene when the accident occurred. The White Dogs are situated off Foochow, to the north of the Formosa Channel.

RUSSIA ON THE YALU.

SATISFACTORY AGREEMENT.

Mr. Hagiwara, the Secretary of the Japanese Legation at Seoul, who was prohibited from landing at Yung-Ampho, finally succeeded in making the Russian authorities there, Captain Stromloff, sign a very satisfactory agreement, the chief provisions of which are as follows:—That the armed Russians on the Yalu shall be prohibited from seizing timber purchased by the Japanese.

That, with respect to the timber seized by the Russians within the territory alleged to have been leased by them, an examination of the same shall be made in the presence of the complainants, the Japanese police, and the Russian officers concerned; and that in case it be found to be Japanese property, it shall be restored to the original owner.

The Russians tender a profound apology for their refusal of a landing to Mr. Hagiwara at Yung-Ampho.

That, with regard to the stopping of the *Wakamatsu Maru* at Yung-Ampho and the landing of Japanese at that port, definite information shall be sent to us after consultation with "the Viceroy of the Far East."

That until Captain Stromloff shall have received instructions from Viceroy Alexieff, the landing of Japanese at Yung-Ampho shall not be prohibited.

A Russian copy of the above agreement was handed over by the Captain to Mr. Hagiwara. The latter left Yung-Ampho for Seoul on the 30th of October.—*N. C. D. News.*

TO COMMAND THE "MONGOLIA"

The *San Francisco Chronicle*, of October 23rd, states that Captain J. H. Rinder, for the past fourteen years running out of that port in command of the Occidental and Oriental liners, has resigned his position as Commander of the *Coptic* to accept command of the Pacific Mail Company's huge new liner *Mongolia*, now on the Atlantic Coast, but soon to take her place with the *Korea* and *Siberia* on the Hongkong route. The *Mongolia* and her sister ship *Manchuria*, to come out later, are larger and finer than the *Korea* and *Siberia*, and will be by far the best steamships on the Pacific.

Captain Rinder's successor, as commander of the *Coptic*, will be F. H. Armstrong, late chief officer of the White Star steamer *Perse*, plying between London and New Zealand. In the meantime Chief Officer Frank E. Beadell, of the *Coptic*, will have command of the liner.

HONGKONG NURSING INSTITUTION.

ANNUAL MEETING.

The annual meeting of this Institution was held at the City Hall at noon to-day when there were present: Dr. F. O. Stedman (in the Chair), Lady Goodman, Mrs. Slade, Mrs. C. A. Tomlin, Mrs. C. W. Jackson, Mrs. H. Slade, Mrs. Turner, Mrs. M. Slade, Mrs. Stedman, Mrs. Atkinson, Mrs. Bateson-Wright, Mrs. Stephens, Mrs. A. H. Huke, Mrs. Lyons, Dr. Jordan and Mr. Fraser.

The minutes of the last meeting were read and confirmed.

The Chairman said:—Ladies and gentlemen, the report of our last year's work is before you so that there is no need for me to read it. I am sorry to say that it is not quite so favourable as that which we were able to put before you last year. You will see that although we used our subscriptions for current expenses that we are only \$43 to the good. I think there are three chief causes. First, our nurses have not been quite so much engaged as last year, and therefore their earnings have been rather less. I think there were about twenty days at least, and as they earn about \$5 a day that makes us about \$100 short on the year's working. There was a great demand for nurses and, in fact, there have been times when we could have employed three, perhaps four nurses; but, on the other hand, in a small community like this, there were times when both the nurses were idle. They have their salaries just the same and are a heavier expense to us then, because we have to pay for their board when they are not at some one's house. Therefore, the earnings of the Institute are less. Second, the nurses are receiving some increase in salary each year they remain with us, and thirdly, owing to the lowness in exchange, it has cost us considerably more to pay their salaries seeing that they are paid in sterling. Next year the agreements of the two nurses we have at present terminate, and they have both decided to return to England, so that we have to face the cost of paying half their passages home and also the cost of two outward passages for two nurses to replace them, and to do this we shall have to draw at any rate temporarily on our guarantee fund. We had hoped that we should have been able to reserve our annual subscriptions for this purpose, but as you have seen this last year we have only a surplus of \$40. Our agreement with these two nurses was that, if they stayed five years, they should have their whole passage money home, and if they remained only three years we were only liable to pay half the passage money. We feel very strongly that the subscription should not be increased, because it is not right to expect a comparatively few subscribers to keep the Institution going for the benefit of the colony, but we do think that many more persons ought to be willing to subscribe to it since it is for the good of all, and any one may at any time be taken ill and require the services of a trained nurse. Last year there were only 45 subscribers, and I am sure you will agree with me that there must be many more persons who should be interested in trying to keep this institution in a solvent condition. We shall, however, have some considerable increase of income during this current year from our invested capital. You will have seen that the Government have made us a grant of \$12,000. During this last year we have only had interest on this for about six months; in future, of course we shall have the whole year's interest. Further, till now we were only able to get 4% on this money, because no suitable investment offered; now, however, it has been invested in 6% Hongkong Hotel debentures, so that altogether we shall have an increased income of nearly 1480. Still this will not be enough to cover the amount we need for passage money, and I think we each should endeavour to bring in some additional subscribers. With these remarks, I will move the adoption of the report and accounts, but before doing so I shall be pleased to answer any questions which any subscribers may wish to ask.

On the proposition of the Chairman, seconded by Mrs. Slade, the report and accounts as presented were adopted and passed.

THE SUBSCRIPTIONS.

The Chairman said that the next business before them was the subscriptions for the ensuing year. He had already stated that, in his opinion, they ought not to ask for a larger subscription than \$10 as they ought to be able to get very many more subscribers for the Institution. He proposed that it be \$10, the same as last year.

Mr. Fraser seconded, and the motion was carried.

COMMITTEE.

The Chairman:—There only remains one thing for us to do now, and that is to elect a Committee for the ensuing year. Members of the Committee must be subscribers, of course, but our subscriptions for last year have all lapsed and, therefore, I think you may elect almost any lady in the Colony. The Committee has to consist of two doctors, in practice in the Colony, and five ladies.

The election of a new committee for the ensuing year was then proceeded with, the result of the ballot being as follows:—Lady Goodman, Mrs. Slade, Mrs. Tomes, Mrs. H. Slade, Mrs. C. W. Jackson, Dr. Stedman and Dr. Jordan.

The proceedings then terminated.

THE SUPAO CASE.

According to the *Shanghai Times*, the Nanking Viceroy has at last ordered the Taotai to appoint a special deputy to try the case against the prisoners and to fix a date for it to be heard in the Mixed Court. The Journal believes that the despatch to the Taotai contains an admonition to him to see that the punishment of the prisoners is of a nature to fit their crime, if convicted, *four encoigner les autres*.

So far as can be ascertained the charges against at least three of the accused have been withdrawn, and as all six men have been kept in close confinement for almost five months the imprisonment of innocent and guilty alike has already been pretty severe.

THE VISIT OF PRINCE ADALBERT.

TO HONGKONG.

The visit of the Emperor William's third son, Prince Adalbert, to Hongkong, has not attracted much attention owing to the fact of special instructions having been received at the German Consulate from Berlin expressly asking that the arrival of the young prince should be treated as purely unofficial, as he was merely passing through the Colony to join the German cruiser *Hertha* at Shanghai, as lieutenant.

The s.s. *König Albert*, was signalled shortly after nine o'clock this morning, and about two hours later the harmonious note of her powerful whistle was heard in the direction of Green Island. At length the vessel was observed creeping along the Central Fairway and very shortly drew up at the Kowloon wharf alongside the huge mail steamer *Hamburg*. Comparatively few persons were on the wharf. Aboard the vessel all was bustle and excitement; for, apart from the distinguished passenger there were several hundred officers and ensigns and men from the German navy who left *Hamburg* on the 15th ult. with orders to join the cruising squadron in the Far East. H. I. H. Prince Adalbert, was quickly selected from among his brother officers to whom he had expressed himself as very pleased with the delightful voyage. He is a handsome young fellow, in his 20th year, having been born in August, 1884. As soon as the steamer was moored the German Consul and Captain M. H. Hurly, A.D.C. to the Acting Governor, went on board to welcome the Prince. Shortly afterward H. I. H., who was in uniform, landed and then proceeded in the Government launch to Hongkong. As he stepped down the gangway of the *König Albert* the crew of that ship and that of the *Hamburg*, moored close by, cheered lustily. H. I. H. went to Government House, and took with him H. E. the Officer Administering the Government, the Chief Justice and several other officials.

THE ACCIDENT TO THE "SYDNEY."

A few particulars of the accident to the Messageries steamer *Sydney* may be of interest to the public, writes a correspondent of the *Madras Mail*. A minor accident occurred in the Suez Canal, the breaking of an important piston rod, which caused a delay of 24 hours in a most uninteresting spot. Then, when 16 hours out of Aden at 3 o'clock in the afternoon, the propeller shaft broke. It caused a sound like a cannon shot and naturally called every one on board with dismay. Then the engines, thus suddenly relieved of the laborious work, began to run at a maddening speed; this caused a deafening noise; and resulted in great vibrations throughout all parts of the vessel. The passengers were remarkably quiet and self-possessed. There was very little confusion, compared to the noise and shock of the accident. Members of families gathered around each other and ran upon deck as soon as possible. The Captain feared a hole had been forced through the ship's side, and, greatly to the anxiety of the passengers, looked long and carefully over the side of the vessel to see whether she was settling down into the ocean. When assured that she had not sprung a leak, he exclaimed:—"We are saved" and thus relieved the tension of all who were so anxiously watching him. The seams had been considerably wrenched, however, and the pumps were immediately set to work, while as many of the crew as possible were sent down to the bottom of the vessel with bricks and cement, to build up those parts where there had been the greatest strain.

Most provisionally a French vessel was just across the bows of the *Sydney*. Signals were immediately exchanged and the arrangement was made to tow the *Sydney* back to Aden for a salvage of 100,000 francs, which is equal to £4,000. A heavy fee for the Company, but one which was gladly paid for the timely assistance rendered. Had the accident occurred an hour later, the rescuing vessel would have been out of sight, and it might have been days before any assistance came to hand.

The journey back to Aden was slow and tedious, and took nearly two days. Those passengers who were returning from leave fortunately were in time to make arrangements with the Messageries Co. to give them tickets to Bombay on the P. and O. s.s. *Orinoco*. They were thus delayed only a few days and were able to join their appointments not more than four or five days late. Seventy passengers were taken to Colombo by the next Messageries steamer. The *Sydney* will be undergoing repairs for some weeks before being fitted for another voyage.

COURTESY IN THE FAR EAST.

SIR CYPRIAN BRIDGE AND THE RUSSIAN ADMIRAL.

Russian ports are not as hospitable as they might be, although Russian naval officers are most punctilious in paying visits to foreign ports—to see how the land lies. A few weeks ago (according to a story told in the *Manchester Daily Dispatch*) the Russian Admiral at Port Arthur paid a surprise visit to Sir Cyprian Bridge, in command of our China Squadron, at Wei-hai-Wei, and there was a pretty exchange of international amenities. Sir Cyprian Bridge let a few weeks go by, and when Far Eastern matters threatened to pass from the simmering stage, to boiling point, he telegraphed to the Russian Admiral saying that he proposed to do himself the honour of returning his courteous visit. The Russian Admiral in an excess of courtesy telegraphed back that he could not think of putting Sir Cyprian to such inconvenience. Sir Cyprian replied: "Not at all—only too pleased." Then the Russian Admiral telegraphed again. He

was extremely desirous, but, as a matter of fact, there would be hardly room for H.M.S. *Glory* in the harbour at Port Arthur. Sir Cyprian continued the telegraphic correspondence by saying that he did not propose to come in his flagship but a picket boat. Then the Russian Admiral was extremely sorry to say that he was about to go away for a few days. And Sir Cyprian Bridge closed the correspondence by saying: "Am content to take my chance of seeing you." Sir Cyprian found the Russian Admiral on board his flagship, and found Port Arthur crammed with Russian ships of war.

JAPANESE ORDERS FOR WAR MATERIAL.

The London correspondent of the *Birmingham Daily Post* hears that the Japanese Government has placed large orders with certain British firms for explosives, field telegraphs, and other war material. The greatest secrecy is to be observed in the carrying out of the orders, which are to be executed and delivered by or before the end of December. The orders were placed here after some considerable inquiry in both the United States and Germany, expedition in delivery being the main consideration. This requirement being satisfactorily met, no expense will be spared by the Japanese Government.

THE SUGAR INDUSTRY IN JAPAN.

A FLOURISHING TRADE.

The Osaka Seito and the Tokyo Seiseito are the only two sugar refining concerns in Japan at present, and both are stated to be doing a very good business.

According to the *Osaka Mainichi*, the Osaka Sugar Refining Company is turning out 2,000 bags of refined sugar daily, the output being 52,000 bags a month, or 624,000 bags a year. As a rule 90 kin of refined sugar can be obtained from 100 kin of raw (Java) material.

PRICE OF RAW SUGAR.

The present price of Java brown sugar for refiners is Yen 6 per 100 kin, and 100 kin of refined sugar will represent an additional 10 per cent, in the value of the raw material. In addition to this, Yen 2.80 per 100 kin must be paid for the sugar consumption-tax, making the total first cost Yen 9.40. The market price for refined sugar is at present Yen 11.50, and a profit of at least Yen 1 on each 100 kin can be made after paying freight, working expenses, etc. which amount to some Yen 52,000 a month.

FINANCIAL SITUATION.

The capital of the Osaka Refining Company is Yen 1,600,000, of which Yen 1,050,000 is paid up, with reserves amounting to Yen 236,000, against which promissory notes were issued to the amount of Yen 751,692 some time ago. The company declared a dividend of 10 per cent for the first half of last year. A similar measure of success has been earned by the Tokyo Sugar Refining Company. This company paid off a debt of Yen 165,000 from profits made for the first half of this year, and it is expected that it will be able to declare a dividend at the rate of 15 per cent or more for the present half year after amply providing for reserves, etc.

EXTENSION OF THE SUGAR FACTORIES. At a recent special general meeting a resolution was adopted to extend the branch factory at a cost of Yen 36,000 as the existing factories have proved insufficient to supply the demand. It was decided to call up the balance of the share-money remaining unpaid for carrying out this extension. The capital of the Tokyo company is Yen 2,000,000, of which Yen 1,440,000 is paid up.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The market to-day was flat and with little doing. The latest quotations are:—Banks, London £62.00 Do, Local \$4. China Sugars 10 1/2 b. Docks 20 1/2 b. Shell Transports 21 1/2 b.

RAUBS.

Following is the October return: 750 ozs. gold from 3,000 tons store. (4 weeks crushing ending Nov. 7.)

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. write in their share report, dated the 20th inst., as follows:—A fairly large business has been done this week at varying rates, but closing all round on a higher basis than our last week's returns. Besides our three principal stocks, viz.—Langkats, Farnhams, and Indo-Chinas, there is practically nothing changing hands. The T. T. rate is 3 1/2.

SHIPPING.—*Indos Chinas*.—There has been a brisk demand for cash, November and December shares, while the forward market beyond that date is very weak. Prices have improved from Tls. 52 to 54 cash; Dec. 52, 54, 55 & 55 1/2 are recorded closing week. For March, Tls. 52, 54, 53 & 52 are recorded.

DOCKS & WHARVES.—*S. C. Farnham, Boyd & Co.*—There is still a good demand for shares, and we close steady at Tls. 12 1/2 for cash. 124 1/2 Dec. and 126 March. It is somewhat difficult without an actual firm offer, however, to know the market price. *Hongkong Docks* are quoted at 20 1/2 buyers. *Shanghai and Hongkong Wharves* have been placed at Tls. 21 1/2 for cash.

INDUSTRIAL.—*Cottons*.—Ewos at Tls. 35. Low Kung Mows at Tls. 35. Pulps have

changed hands at 107 1/2 for cash. *Maatschappij, &c., in Lanka*.—During the week notice has been given of a 5th interim dividend of Tls. 7.50 per share to be paid on the 15th December, making to date a total payment of Tls. 35 for the year ending 31st October. A large business has been done since our last, and we have advanced from Tls. 28 1/2 for cash and November, to Tls. 29 1/2. For December, all rats from 28 1/2 to 29 1/2 have been returned. For January, we close at Tls. 29 1/2 and for March 30 1/2. Our market is too erratic to make it worth while to detail every rate on each day.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/9 1/16 Bank Bills, on demand 1/9 1/16 Credits, 4 months' sight 1/9 1/16 D'cents 4 months' sight 1/9 1/16 ON BERLIN, (demand) M. 1.79 1/2 ON PARIS, Bank Bills, on demand 2.21 Credits, 4 months' sight 2.24 ON NEW YORK, Bank Bills, on demand 42 1/2 Credits, 30 days' sight 43 ON BOMBAY, Telegraphic Transfer 130 1/2 ON SHANGHAI, Telegraphic Transfer 71 1/2 Private 30 days' sight nom. ON YOKOHAMA, T.T. 85 1/2 Sovereigns, Bank's buying rate \$1.60 Gold and 100 touch, per tael 59.80 1/2 Silver 80 1/2 3/4

OPIUM QUOTATIONS.

To-day's quotations are as follows:—Per chest MALWA NEW 900/940 LAST YEAR 980/1,050 OLDEST 1,701/1,100 PATNA NEW 1,015 HENARES NEW 1,130 PERSIAN (PAPER) 80 1/2 3/4

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"HAICHING," Captain Passmore, will be despatched for the above ports, on FRIDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 25th November, 1903. [1420c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG," Captain Tadd, will be despatched as above on TUESDAY, the 1st December, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 25th November, 1903. [1418c]

IMPERIAL GERMAN MAIL LINE, NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT," of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 2nd December, at 9.30 A.M.

All Claims must reach us before the 7th December, 1903, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 25th December, 1903. [1563c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG," Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December. No Fire Insurance will be effected.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 25th November, 1903. [1421c]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "FREMONT," FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

"DODWELL & CO., LIMITED," Agents, Hongkong, 25th November, 1903. [174d]

To-day's Advertisements.

CHATRE'S NEW INDIAN CIRCUS.

Patronised by H. M. the Empress Dowager and the Royalty of China.

GRAND OPENING NIGHT.

TO-NIGHT,

(WEDNESDAY), 25th November, 1903.

in a

CIRCUS TENT NEAR CENTRAL MARKET

MARINE LINE.

Menagerie of highly trained animals, including

LIONS, TIGERS, ELEPHANTS,

LEOPARDS, &c.

MARVELLOUS GYMNASTIC

EXERCISES.

WONDERFUL ACTS IN BAREBACK

RIDING.

Afternoon performance at 3 p.m. each day.

RUSSIAN SINGING AND DANCING.

Particulars from the Expresses.

Tickets can be obtained from

H. RUTTON/JEE,

5, D'Aguilar Street, Hongkong, and

37, & 38, Elgin Road, Kowloon.

Hongkong, 25th November, 1903. [1416c]

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY,

the 28th November, 1903, at 11 A.M., at

No. 20 and 21, COWADGET ROAD,

SUNDRY HOUSEHOLD FURNITURE,

and MERCHANDISE,

Comprising:—

GLASS SHOW CASES, WRITING

DESKS AND CHAIRS, MOROCCO COVERED

CHAIR, TEAKWOOD BOOK-CASES,

BLACKWOOD SOFA AND CHAIRS, OIL

PAINTINGS, LONG SAMPLE TABLES,

CHINESE RUBBER SHOES, COT

FRAMES FOR NETTING, UMBRELLAS,

a Great Assortment of PERFUMERY and

CALIFORNIAN CIGARETTES, &c., &c.;

ALSO

A Quantity of AMERICAN BICYCLES,

(All New).

TERMS:—As usual.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 1st December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 15th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYRRHUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "PELEUS" left Singapore on the 21st inst., and is expected to arrive here on the 26th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"POLYPHEMUS"	On 26th November.
MARSEILLES, LONDON & ABERDEEN	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 5th January.
LIVERPOOL	"TYRRHUS"	On 15th January.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 19th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 28th November.
PACIFIC COAST PORTS, via	"TYDEUS"	On 1st January.

S.S. "DEUCALION" left Moji, on the afternoon of the 24th inst., and is due here on the morning of the 30th.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHANGSHA"	2nd December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd "
KOBE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1980	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st November, 1903

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 28th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOCHOOW	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	"

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 25th November, 1903

T. ARIMA, Manager.

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th November, 1903.

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, will be despatched for the above Ports TO-MORROW, the 26th instant, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 25th November, 1903. [1380e]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.

THE Company's Steamship
"PALAMCOTTA,"
Captain J. B. Pearson, will be despatched as above on TUESDAY, the 1st December, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 24th November, 1903. [1417e]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL,"
Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 14th November, 1903. [1436e]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"ORO"	21st Nov.
"ORONO"	8th Dec.
"LOWTHER CASTLE"	15th Dec.
"SIKH"	24th Dec.
"SAGAMI"	31st Jan.
"LENNOX"	15th Jan.
"AFRIDI"	27th Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th November, 1903. [1399d]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5; On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073e]



Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Negre, will be despatched for the above Ports on or about TUESDAY, the 1st December.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 24th November, 1903. [1074e]

"GLEN" LINE OF STEAMSHIPS.

THE Steamship

"GLENSHIEL,"

Captain J. McGillivray, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 13th November, 1903. [1334e]

"GLEN" LINE OF STEAMSHIPS.

THE Steamship

"GLENROV,"

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th November, 1903. [1385e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd November, 1903. [1412e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, MELBOURNE AND ADELAIDE.

(Taking through Cargo to New Zealand, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. J. George, will be despatched for the above Ports, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

For Freight and Special Reduced Passage Rates, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd November, 1903. [1406e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (VIA MOJI).

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Port, on FRIDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd November, 1903. [1407e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 16th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st November, 1903. [141e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before Noon, on the 16th of November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th of November, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 19th November, 1903. [1391e]

Antimations.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Diamond Merchants, Jewellers and Watchmakers.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Buildings.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a shortening, often (and daily) removes all discharges of purulent origin, effectually cures gonorrhoea, and the disease of which does irreparable harm by laying the foundation of stricture and other serious diseases. It cures, also, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly efficacious, affording prompt relief where other remedies have been powerless.

THERAPION No. 2 is for the treatment of the joints, rheumatism, neuralgia, and all diseases for which it has been much famous to employ mercury, and is a most valuable addition to the sufferer's stock of remedies. This preparation purifies the whole system, cleanses the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION No. 3 is for the treatment of the lungs, pleurisy, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 2/6 & 4/6. In ordering, state which of the three numbers is required, and enclose above Trade Mark, which is a facsimile of the word "THERAPION" as it appears on the French Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Licensed Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144d]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120e]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 111, Des Voeux Road.

[S] now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Opening, 11th September, 1903. [1455e]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong

*** HONGKONG.**

2000

*** HONGKONG.**

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 12 $\frac{1}{2}$	{ Div. of £1.10/- @ 1/8 = \$18 for half- year ending 30.6.1903	\$640 na.
National Bank of China, Ltd., Do. Founders.....	\$ 1	3/11 = \$1 96 $\frac{1}{2}$ for 1902	\$290 b.
		None	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd., China Traders' In. Co., Ltd., North China In. Co., Ltd., Angsatze In. Association, Ltd., Antan In. Office, Ltd.	\$ 100 25 25 60 50	31 per cent = \$32 per share for 1902 .. 15 $\frac{1}{2}$ = \$1 for year ended 30.4.1902..... Final of £1 making £2 for 1902	\$492 $\frac{1}{2}$ sa. \$60 b. Tla. 220
		30 $\frac{1}{2}$ = \$12 for 1901	\$135
		30 $\frac{1}{2}$ = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 $\frac{1}{2}$ per share for 1901	\$320
China Fire In. Co., Ltd.	\$ 20.	\$6 per share for 1901	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 $\frac{1}{2}$ for half-year ending 30.6.1903 ..	\$31 b.
Indo-China S. N. Co., Ltd.	\$ 10	5 $\frac{1}{2}$ = 10 $\frac{1}{2}$ per share for 1902.....	\$74
Nippon & Manila S.S. Co., Ltd., Yuglas Steamship Co., Ltd., "Star" Ferry Co., Ltd.	\$ 50 50 5	10 $\frac{1}{2}$ = \$5 per share for 1900.....	\$18 sa.
		Div. of \$3 for year ended 30.6.1903 ..	\$27 b.
"Shell" Transport & Trading Co., Ltd.	\$ 1 1	\$1.20 = 12 $\frac{1}{2}$ for year ending 31 60 cls. 30.4.03	\$31 b. \$16 $\frac{1}{2}$ b.
		3rd Interim of 6d. for 1902	

ghai Tug & Lighter Co., imited.	\$ 30	Interim of 2% for 1903	Tls. 30 b.
Do. Preference	Tls. 50	Interim of 4%—Tls. 2.00 Interim of 3½%—Tls. 1.75	Tls. 52½ sa. Tls. 50
REFINERIES.			
na Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$104 sa.
ak Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
ak Sugar Cultivation Co., d	Tls. 50	Fin. of 7% for year ending 30.9.02	Tls. 60
MINING.			
om Mining Co., Ltd.	\$ 11	None	\$1½ s.
idre Française des Char- nages du Tonkin	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902	\$600 s.
b Australian Gold Mining Co., Ltd.	£ 18.10	No. 12 of 1/- per share 28.1.01	\$8 a.
ngineering & Min- g Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 s.
DOCKS, WHARVES AND GODOWNS.			
gkong & Whampoa Dock Co., Ltd.	\$ 50	12% = \$ 6 for ½ year 30.6.03	\$205 b.
arnham, Boyd & Co., gkong & Kowloon Wharf Godown Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 127 b.
Amoy Dock Co., Ltd.	\$ 50	Interim of \$2½ for 1903	\$88
ghai & Hongkew Wharf Godown Co., Ltd.	\$ 6½ Tls. 100	\$2½ for 1902 Interim of Tls. 5 for 1902	\$38 s.

LANDS, HOTELS AND BUILDINGS.				
British Provident Loan & Mortgage Co., Ltd.	\$	10	8 % = 80 cents per share for 1902	\$9
Yokong Land Investment & Dev. Co., Ltd.	\$	100	Interim. of \$5 for 1902	\$152
Land & Building Co., Ltd.	\$	30	\$2.30 per share for 1902	\$35 ea.
Point Building Co., Ltd.	\$	50	Interim of \$1½ for 1902	\$54½
Hotel Co., Ltd.	\$	50	\$6 for first ½-year 1903	\$147 s.
House Hotel Co., Ltd.	\$	25	2½ % for year ending 30.6.03	\$28 sa.
Colonies Co., Ltd.	Tls.	25	6 % for year ending 31.3.03	Tls. 14
Imperial Estate & Finance Co., Ltd.	\$	10	9 per cent. for 1902	\$10½ ea.
Land Investment Co., Ltd.	Tls.	50	Interim of 6 % for 1903	Tls. 103 s.
COTTON MILLS.				
Yokong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$	10	{ Final of 60 cents, making \$1 for 1902/1903	\$15 b.
Cotton Spinning & Weaving Co., Ltd.	Tls.	50	3 % for period ended 31.10.97	Tls. 35 s.
National Cotton Manufacturing Co., Ltd.	Tls.	75	Interim of 3 % on account of 1898	Tls. 25 sa.
Yokong-mow Cotton Spinning & Weaving Co., Ltd.	Tls.	100	Interim div. of 4 % on acct. of 1898	Tls. 35
Cheong Cotton Spinning Co., Ltd.	Tls.	500	4 % for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.				
Sumatra Tobacco Co., Ltd.	\$	500	25 % for year ending 30.6.1900	\$250
Sumatra Tobacco Co., Ltd.	\$	50	None	\$15
Sumatra Tobacco Co., Ltd.	Tls.	20	Interim of Tls. 3 per share	Tls. 50 sa.
MISCELLANEOUS.				
Island Cement Co., Ltd.	\$	10	12 % = \$1.20 per share for 1902	\$22½ b.
Borneo Co., Ltd.	\$	12	First year	\$84
Watson & Co., Ltd.	\$	10	Interim of 5 % for 1902	\$14½ ea.
Island Cement Co., Ltd.	\$	10	Interim of 5 % for 1902	\$14½ ea.

ong Electric Co., Ltd.	\$	10	90 cents for year ending 30.4.1903 ...	\$12 b.
ong & China Gas Co., Ltd.	\$	5	45 cents for year ending 30.4.1903 ...	\$62 b.
ong Rope Manufacture- Co., Ltd.	£	10	10 div. and 1 % bonus for 1901	\$140 b.
ong & Co., Ltd.	\$	50	\$10 for 1902	\$475
ong Ice Co., Ltd.	\$	25	15 per cent = \$3.75 for 1902	\$474
ong High-Level Tram Co., Ltd.	\$	25	Interim of \$4 for 1903	\$248
arm Co., Ltd.	\$	100	\$18 for year ending 31.11.1902	\$320
ell, Moore & Co., Ltd.	\$	6	\$14 for year ending 31.7.1903	\$124 b.
Asbestos Eastern Cy., Ltd.	£	10	Div. of \$24 for 1902	\$40 a.
Asbestos Oriental Cy., Ltd.	£	10	\$54 a.
Founders, ong Steam Water-boat Co., Ltd.	\$	4	90 cents } for year ending 31.5.03 ... {	\$9 b.
Investment & Power Co., Ltd.	\$	10	\$29.70 }	\$210 b.
Light & Power Co., Ltd.	\$	10	Final of 6 % making 12 % for year ...	\$154 ex div.
Investment Co., Ltd.	\$	10	None	\$5 b.
Powell, Ltd.	\$	50	None	\$11 b.
appij tot Mijn, Bosch- douw exploitatie in Guldens	100	10	\$1 for year ended 30.6.1903	\$84 b.
ait & Hongkong Dyeing Cleaning Co., Ltd.	\$	50	{ 4th Interim Dividend of Tls. 74 paid 15.9.1903 }	Tls. 305 b.
Telegraphic Address—"Rialto,"			First year	\$50
Telephone No. 148. P. O. Box No. 111				

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